



**COLORADO**

**Department of Transportation**

Division of Engineering Support

Contracts & Market Analysis Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222

<b>TO:</b>	<b>SHAILEN P. BHATT , EXECUTIVE DIRECTOR</b>	<b>BR M850-024</b>
<b>FROM:</b>	<b>JOHN A. EDDY, CMA BRANCH MANAGER</b>	<b>US 24E I-17-A BRIDGE REHAB</b>
<b>VIA:</b>	<b>JOSHUA LAIPPLY, PE, CHIEF ENGINEER</b>	<b>20253</b>
<b>DATE:</b>	<b>2/1/2016</b>	<b>REGION 2</b>
<b>SUBJECT:</b>	<b>AWARD TO LOW RESPONSIBLE BIDDER C.R.S. 43-1-113 (16)</b>	

Pursuant to C.R.S. 43-1-113(16) as amended, it has been determined that it is in the best financial and economic interest of the State to award R2's US24 bridge rehabilitation project BR M850-024 (20253) to the low responsible bidder, Wildcat Construction Co., Inc.

**Project Description:** This Region 2 project consists of installation of bridge deck resurfacing with the removal and reconstruction of portions of the present structure of the Rainbow Falls bridge on the Business 24 West, North of Manitou Springs in El Paso County, Colorado. This project is complex due to the distance the bridge is elevated (~40') above Fountain Creek and the lack of access under the bridge.

**Financial Impact:** Wildcat's proposal totaled \$1,851,017.00. The project would normally be rejected by statute since there were only two bidders and Wildcat's bid is 217% of the engineer's estimate. The second low bidder was 249% of the engineer's estimate. The region has obtained additional budget for the project.

**Cost Analysis:** For the Concrete Class D (bridge) and Rebuild Portions of Structures items, the estimator used prices slightly above historic averages for the items in this region, clearly not enough to account for the complexities of this project. The constraints that contribute to the high prices for these two items include:

1. Time and weather constraints
2. Limit access to ground level below bridge
3. Overhang removal work is very labor intensive, requiring extra crews to complete
4. False work and decking for entire project included in Concrete Class D(bridge)
5. Labor intensive installation and limited availability of subs reflected in price of epoxy coated steel item

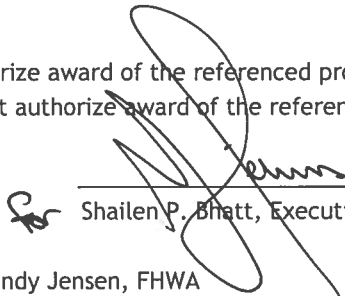
This project was rejected by statute in March 2015. The low of two bids received at that time was \$1.7M, which exceeded the project estimate by more than 110%. The estimate for the project re-advertisement was then set at \$2M. That estimate was subsequently reduced to \$850K based on expectations that a change to the design would result in cost savings. This was not the case.

**Other Considerations:** The work on the bridge is absolutely necessary and it is in the interest of the traveling public to construct this project this season.

- I recommend award
- I do not recommend award


 Date 2/1/16  
 John Eddy, PE, CMA Branch Manager

- I authorize award of the referenced project
- I do not authorize award of the referenced project

 \_\_\_\_\_ Date 2/3/16  
for Shailen P. Bhatt, Executive Director or Delegate

cc: Randy Jensen, FHWA  
Scott McDaniel, Director, Division of Project Support  
Marci Gray, Construction Contracts  
Central Files